



National Transportation Safety Board Aviation Accident Data Summary

Location:	HALF MOON BAY, CA	Accident Number:	LAX87LA031
Date & Time:	11/01/1986, 1515 PST	Registration:	N71745
Aircraft:	LUSCOMBE 8A	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT COLLIDED WITH THE TERRAIN DURING A FORCED LANDING FOLLOWING A LOSS OF ENGINE POWER. THE PLT INDICATED THAT HE RETARDED THE THROTTLE AND APPLIED THE CARBURETOR HEAT TO DESCEND FROM 3,000 TO 2,000 FT WHEN THE ENGINE QUIT. HE WAS UNABLE TO RESTART THE ENGINE BECAUSE THE ACFT WAS NOT EQUIPPED WITH AN ELECTRICAL STARTING SYSTEM. HE LANDED THE ACFT IN A FIELD WITH ROUGH/SOFT SURFACE CONDITIONS COLLAPSING THE LANDING GEAR AND CAUSING SUBSTANTIAL DAMAGE TO THE ACFT'S FUSELAGE. THE PLT ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS. THE ACFT'S ENGINE WAS EXAMINED AND NO CAUSE FOR THE LOSS OF POWER WAS DETERMINED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - RISING
3. (F) TERRAIN CONDITION - SOFT

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	30
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
Flight Time:	3064 hours (Total, all aircraft), 23 hours (Total, this make and model), 2993 hours (Pilot In Command, all aircraft), 214 hours (Last 90 days, all aircraft), 64 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LUSCOMBE	Registration:	N71745
Model/Series:	8A 8A	Engines:	1 Reciprocating
Operator:	VERNON, CARLTON H	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	A-65-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJC, 56 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 330°
Temperature:	26° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	HAYWOOD, CA (HWD)	Destination:	HALF MOON BAY, CA (HAF)

Airport Information

Airport:	HALFMOON BAY (HAF)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): THOMAS H WILCOX

Adopted Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.